

## **AMENDMENTS TO THE SPECIFICATION**

**Please amend paragraph [0007] on page 3 as follows:**

It should be noted, however, that if not only the elastic shaft coupling 76 but also the joints 1' can absorb vibration, it is more effective in cutting off transmission of vibration to the steering wheel 72. As shown in FIGS. 7 and 8, in the above-described joint 1', there is provided a pressing portion 21a ~~21-a~~ for axially applying an elastic pressing force to an end portion of the second shaft portion 21 constituting the inner member 20, and the retainer 40 is provided with a receiving portion 48 for receiving the pressing force from the pressing portion 21a. However, in a state where the outer member 10 and the inner member 20 are at an operation angle of  $\theta$ , as shown in FIG. 8, the direction of the vibration transmitted axially from the outer member 10 and the direction in which the elastic action of the pressing member 21a is exerted differ from each other, so it is impossible to effectively absorb the vibration transmitted from the outer member 10 to the inner member 20.